

WHAT TRAFFIC ALTERNATIVES WERE CONSIDERED?

The S.R. 108 project team conducted a thorough traffic analysis to determine what improvements could be developed to meet current and future transportation needs along S.R. 108. Seven alternatives and a “no-build” alternative were considered in an attempt to accommodate the projected capacity needs. All alternatives took into consideration the construction of all projects currently identified in the 30-year Wasatch Front Regional Council Long-Range Transportation Plan including improvements to several east-to-west routes and the construction of North Legacy Parkway. The team also considered the additional traffic in the area caused by construction on I-15. The proposed alternatives are listed below.

1. No-Build
- S.R. 108 remains two lanes.

2. Improve Other Area Roads
- S.R. 108 remains two lanes and either 1000 West or 3000 West is widened.

3. Traffic Management
- S.R. 108 remains two lanes except at key intersections where left- and right-turn lanes are added; traffic signals are coordinated.

4. Transit
- More bus service is added to S.R. 108.

5. Three Lanes
- A two-way left-turn lane is added to S.R. 108; shoulders are improved.

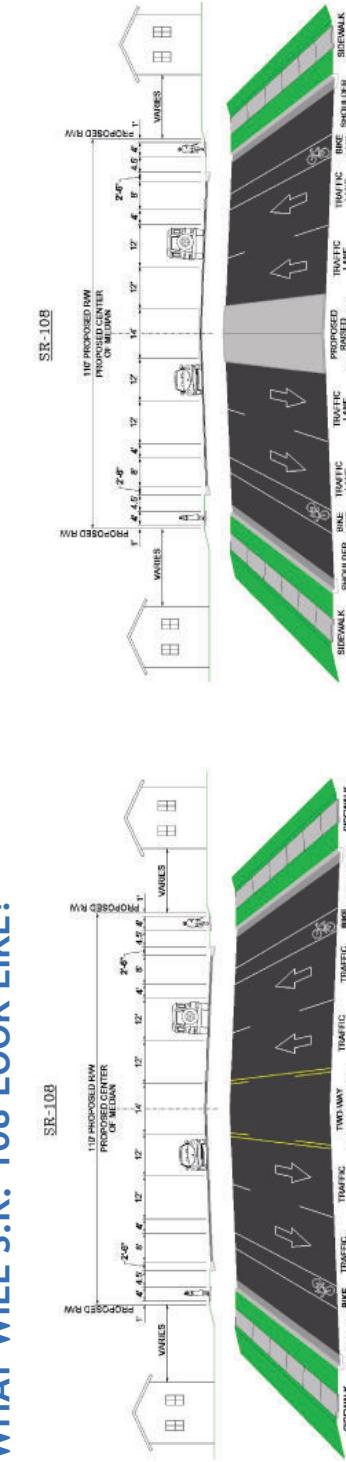
6. Combined Traffic Management, Transit, and Three Lanes
- A combination of alternatives 3, 4, and 5 is added to S.R. 108.

7. Five Lanes
- S.R. 108 is widened to two travel lanes in each direction with a center median.

8. Seven Lanes
- S.R. 108 is widened to three travel lanes in each direction with a center median.

The study found that the only alternatives that would adequately accommodate the traffic flow now and through the year 2035 were the five-lane and the seven-lane alternatives. However, with the types of communities along the corridor, the project team felt the five-lane alternative was the best option to meet the transportation needs with the fewest impacts to the adjacent neighborhoods. Below are two examples of typical five-lane roadway sections that will be considered on this project.

WHAT WILL S.R. 108 LOOK LIKE?

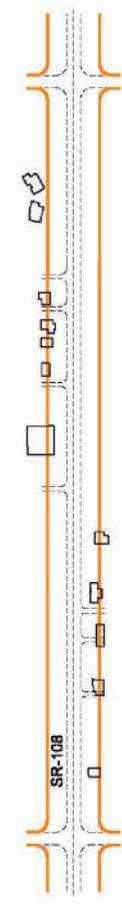


Five Lane Roadway Section with Raised Center Median

Five Lane Roadway Section with Two-Way Left Turn Lane

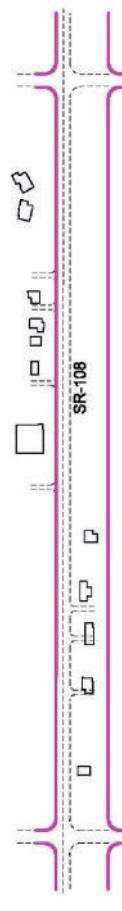
WHAT ALIGNMENTS WERE CONSIDERED?

Once the project team determined the number of lanes and the width of the right-of-way needed for the proposed improvements, the project team developed five alignments and screened them to determine which would have the least amount of impacts on various resource areas. Alignments were developed widening to the east, to the west, and from the centerline. Because Section 4(f) of the Department of Transportation Act of 1966 requires special consideration be given to properties eligible for listing on the National Register of Historic Places, an alignment was developed to avoid eligible 4(f) properties along the corridor. Also, because of the possible impacts to private properties, another alignment was developed in an attempt to reduce the number of relocations. The drawings below depict the alternatives considered with a summary table of the impacts associated with each alternative.



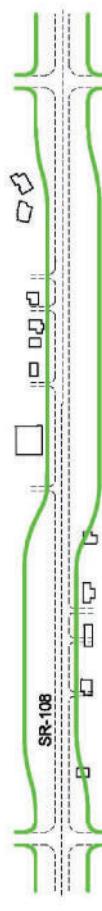
CENTER ALIGNMENT

Because this alternative would require some type of impact to 481 private properties, this alternative was not carried forward.



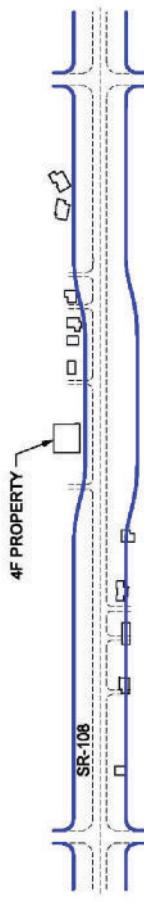
EAST ALIGNMENT

Because this alternative would require the relocation of 35 4(f) properties given special consideration under federal law, this alternative was not carried forward.



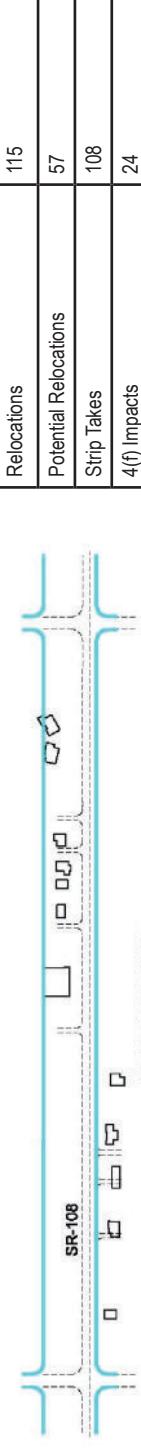
MINIMIZE RELOCATION ALIGNMENT

Because this alternative would require some type of impact to 398 private properties, this alternative was not carried forward.



4F PROPERTY IMPACT ALIGNMENT

Because this alternative has the least impact to 4(f) properties, this alternative was carried forward.



Because this alternative has the fewest private property impacts, this alternative was carried forward.

Relocations	30
Potential Relocations	131
Strip Takes	320
4(f) Impacts	63

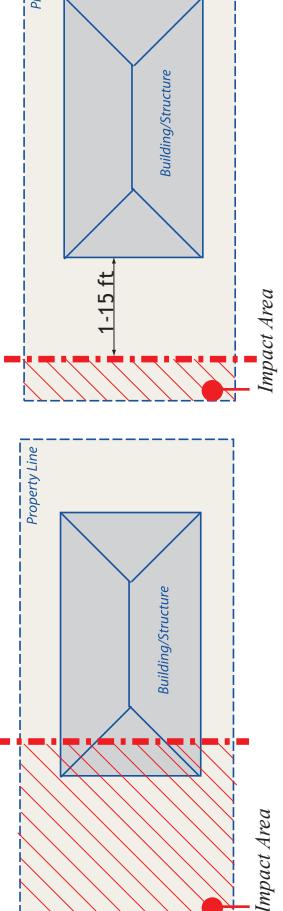
Relocations	146
Potential Relocations	39
Strip Takes	91
4(f) Impacts	40

Relocations	115
Potential Relocations	57
Strip Takes	108
4(f) Impacts	24

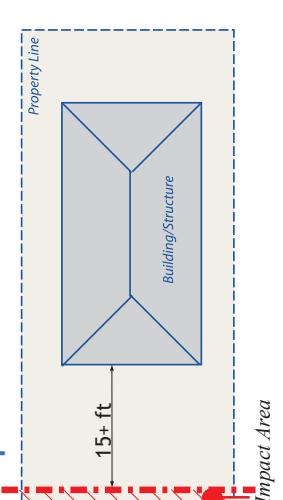
WHAT DOES RELOCATION MEAN FOR PROPERTY OWNERS AT THIS POINT?

The purpose of an EIS is to determine possible impacts of a proposed action. Because the design is not complete, the impacts could change as more details are added in the final design, which occurs after the EIS is approved. In the case of relocations, the project engineers made an assumption for the EIS that if the right-of-way went through a structure, the property would be classified as a relocation. If the right-of-way impacted the property and came within 15 feet of the structure, the property would be classified as a potential relocation. If the right-of-way were more than 15 feet away, only the amount of property needed for construction would be acquired. Although the UDOT Right-of-Way Division uses the EIS as a guidance document, they look at several factors besides how close the right-of-way is to a structure when making a determination about relocation. Each property is considered independently. The EIS can help property owners prepare for the possible impacts of the project. Once the EIS is approved and the final design is complete, UDOT right-of-way agents will work one-on-one with each property owner to determine if relocation is necessary and determine fair compensation for private property impacts.

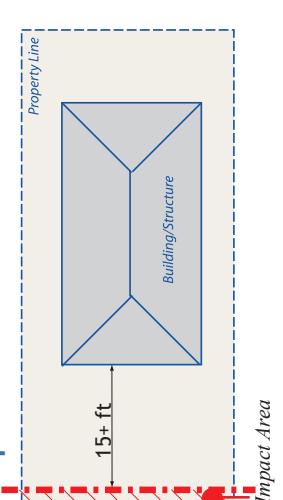
Relocation



Strip Take



Potential Relocation



Comments are always welcome and can be sent in writing to the address below or e-mailed to
ndonegan@langdongroupinc.com. Electronic forms and e-mail links are available on our Web site at
www.udot.utah.gov/sr108study. A project representative can be reached at (801) 556-1796.
S.R. 108 STUDY TEAM, c/o The Langdon Group, 2875 S. Decker Lake Drive, Suite 575, SLC, UT 84119

S.R. 108

Draft Environmental
Impact Statement

January 2007
Newsletter 2

RESIDENTS TELL UDOT WHAT IMPROVEMENTS ARE NEEDED

WHAT'S INSIDE?

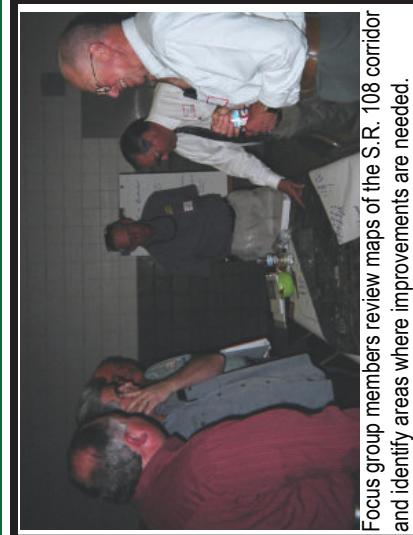
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 - Alignments Considered
 - Impact Charts
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 - Relocation Explanation

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ALTERNATIVE REVIEW
PUBLIC WORKSHOP
February 7, 2007
4:30 - 7:30 p.m.
Clinton Elementary
1101 West 1800 North
Clinton, Utah

The public is invited to stop in any time between 4:30 and 7:30 to review the alternatives under consideration and talk to project staff about the alternative screening process.



Focus group members review maps of the S.R. 108 corridor and identify areas where improvements are needed.

Project Timeline

- July 2006- Project Initiated
- August 2006- Public Open House
- February 2007- Public Workshop
- July 2007- Draft EIS Released
- August 2007- Public Hearing
- February 2008- Final EIS Released
- July 2008-Decision Document Released
- Construction will occur once funding is identified. Construction will likely occur in phases starting in the areas with the greatest need.

FOR MORE INFORMATION

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These suggestions were considered as the alternatives were developed. A discussion of the alternative screening process is included on pages 2 and 3.



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